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Gresham Butte Neighborhood Association

Minutes

June 14, 2010

7:00 to 8:30 pm

30 people in attendance

President Mads Ledet called the meeting to order.

Chief of Police Junginger was in attendance in response to City Council member, Paul Warr-King's invitation. Chief Junginger responded to questions from Association members, Jenny Carter & Mark Schroeder regarding their report of a person driving erratically and in possession of marijuana in their neighborhood. They reported they called 911 twice and the non-emergency line one time yet they have received no response from the police department.

Chief Junginger explained how 911 calls are received and dispatched, stating Gresham has 10 Officers to 100,000 people. He also offered to investigate whether there is a method in Oregon where civilians can swear out a complaint against a driver. He stated he would investigate the call and communicate with Councilor Warr-King any results. Ms. Carter also stated since she had not had any communication from the Police Department, she also delivered an email to the Police Department.

Delores Gannett stated this same driver was also driving dangerously in her neighborhood.

George Cunningham requested an action item to come from this discussion. Chief Junginger requested Ms. Carter send an email explaining the situation. He also emphasized that individuals must be able to testify.

Roger Brady inquired what can be done about M80 fireworks being set off at anytime of the day. Chief Junginger stated if the P.D. is called, they will try to respond.

Chief Junginger encouraged those interested in joining the Citizens Volunteers in Policing. Volunteers go through a 9 week class, learn about the Police Department. Visit the City of Gresham website, <http://greshamoregon.gov> for more information.

Mads Ledet thanked Chief Junginger for attending and reminded members to sign the attendance form.

Minutes from the May 10 meeting were read and approved.

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Mads Ledet read the Treasurer's report submitted by Bonnie Mitchell. The balance in the GBNA account is \$207.45.

Bruce Hoyt advised there is one building permit in Deer Glen. This is a Habitat Conservation area, builders are aware of this. His recommendation to the Board, which they approved, was to have Lot 32 building meeting at the lot. The city will mail out notifications for Lot 32.

Mads offered GBNA meeting signs for members to display on the Tuesday before a meeting.

A member inquired about a cemetery tree hanging over houses. It was suggested he contact Rita Humphrey in Code Enforcement.

Discussion was held regarding Neighborhood Grant Programs. The goal of the Neighborhood Matching Grant program is to encourage projects that foster civic pride, enhance and beautify neighborhoods, expand citizen involvement, and promote the interests of the Gresham community. The application process begins early in the calendar year.

Questions were asked regarding speed bumps. Katherine Kelly advised she could get additional information in response to the questions.

A member inquired about the crosswalk where the Max is at Eastman. Shrubs block driver's views. Katherine Kelly advised railcar gates will be installed in the next 2-3 months. Rapid Reflective Flashing beacons will also be installed.

An inquiry was made regarding closings on the Gresham Butte Saddle Trail. Bruce Hoyt explained old water lines were being removed and moved to a new location.

A member inquired if the City had plans to install a pedestrian light near the Hogan Rd. and Springwater Trail crossing. Katherine Kelly replied the City will try to determine if any changes can be made to make the crossing safer.

A member inquired if the City does any patrolling on the Springwater Trail. They stated a person with a disability that frequently uses the trail has been accosted several times. Councilor Warr-King requested that question be included to Chief Junginger in the email about the 911 response time/erratic driver.

A resident asked about an incident that occurred with a person with a disability who rides an adult 3 wheel tricycle on the sidewalks. City police stopped him and advised him it was a code violation to ride on the sidewalks. The resident is concerned for his safety if he rides on the streets.

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Mads Ledet noted there is no association meeting in July. There is a Night Out picnic on August 3. There will be a picnic, potluck dessert, bag of goodies for kids.

The September meeting has Daryll Godsby tentatively scheduled to discuss housing inspections and broken windows.

Elva and Don Sattergren expressed appreciation to the officers for continuing the association meetings and holding them more regularly.

The October meeting is tentatively scheduled to discuss parks.

GBNA meeting was adjourned and speakers were introduced.

Transit Plans within Gresham

Representatives from the City of Gresham, Metro, and TriMet (Katherine Kelly, Cliff Higgins, and Jessica Tump, respectively) were introduced to discuss plans for transit within the City. These three organizations work closely to decide/plan both short- and long-term plans for transit within the City.

Last week Metro adopted a Regional High Capacity Transit Plan (HCT). That plan reviews long-term transit needs over the next 20-30 years within the Metro region. Public outreach for that plan started in fall 2008 and continued through early 2010. In fall 2009 there were a series of open houses to discuss transit needs and potential transit routes in the future. One of the open houses was held at Gresham City Hall. Metro staff shared further information about other outreach efforts, including notices on numerous websites and newspapers, and calls for comments.

Criteria to select where the next “high priority” corridors to be funded was developed and, per that criteria, the following are the top two corridors:

1. Portland to Tigard, maybe Sherwood
2. Transit service from inner city Portland to Gresham (possibly along Powell within Portland and Division within Gresham).

Question: What does System Expansion mean? How does that relate to the new Green Line Max?

Answer from Metro/TriMet: System Expansion policy is a regional investment policy to move people via transit, and to provide more travel options than driving alone. As part of this policy, land use is reviewed in connection with transportation options to determine where it makes sense to invest in new transit. Destinations should include residential and commercial areas.

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Discussion was held regarding the current High Capacity Transit map. Cliff Higgins explained that actual alignments of where new transit would be implemented is a “best guess” at this point. Until there are funds to further study the alignments and public outreach is conducted, there is no “set” route. As part of this process there are federal standards that require public outreach, including via the National Environmental Policy Act (NEPA) process to review potential impacts to the environment.

A resident expressed concern about the Green Line Max and increased crime of 32% in Clackamas County. Staff responded that there is no proof of correlation between the new Max Line opening and crime increase; there may be other factors such as the economic downturn and fewer police. It is unclear at this time if the crime is concentrated around Max stations or not, the press has not cited that this is the case.

Jessica Tump of TriMet relayed that Metro JPACT recently voted in support of funds for transit along Barbour Blvd. on the west side of Portland. The planning process for that project will be long, probably 3-5 years before design even begins. Throughout the planning process there is community outreach so that the alternative selected for construction has community support.

Mads referred concerned citizens to join the City’s Transportation Subcommittee. Councilor Paul Warr-King echoed this. Katherine Kelly stated that there were currently two openings for positions on that Subcommittee.

Mads Ledet proposed to adjourn meeting. Meeting seconded by Bruce Hoyt.

Additional followup comments from Katherine Kelly:

- 1) There was a question regarding improvements the City might do on Regner Road near Cleveland. Following the change of the speed limit from 40 MPH to 35 MPH on Regner from about Gabbert to the south City limits, ODOT investigated the remaining portion of Regner from Gabbert to Roberts and determined that a reduction in speed on that portion of roadway was not warranted.
- 2) The Rapid Rectangular Flashing Beacons to improve pedestrian safety are planned to be installed at the Max crossing on Eastman between Division and Burnside within the next few months.
- 3) The issue regarding drainage and lighting on the Springwater Trail near Regner is a Parks maintenance issue. I have notified them about the concern.